



# SCHOOL BUS, INC.

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## **DEPARTMENT OF EDUCATION "POINT OF CONTACT"** **APRIL 2006 NEWSLETTER**

### **2006 ANNUAL SCHOOL BUS DRIVER TRAINING and TRAIN the TRAINER SESSIONS ARE SET**

This year we will be offering the required annual School Bus Driver Training (4 hours) and the "Train the Trainer" (TTT) (6 hours) sessions across the State. The following rules indicate who a bus driver is and who is required to attend this annual training. Training will be offered across the state, the same as last year. If you wish to have school bus driver training in your area please contact Harlow's Bus Sales in Webster, SD at 1-888-419-4023. The training sites will be posted on the State's web site and will be included in later newsletters. The deadline for having a training scheduled in your area will be July 3, 2006. Be sure to read all this information as it has changed from last year.

### **STANDARDS FOR STATE REQUIRED SCHOOL BUS DRIVER TRAINING**

In the effort to meet the standards of ARSD 24:06:08:01, the Department of Education has contracted with School Bus, Inc. to provide access for bus driver training across the state. The requirement has been in place in South Dakota for the past several years. School administrators have been verifying their compliance by signing off on the assurance statement that validates yearly accreditation. Starting with the 2004/2005 school year, the Department of Education has required proof of bus driver training and in doing so, have found that many drivers have not been meeting this expectation due to either lack of time or availability.

**24:06:08:01. Training of school bus drivers and bus attendants. School bus operators must provide annual training for school bus drivers in accordance with the section entitled "Driver" pages 79 to 82 and the section entitled "bus attendant" pages 82 and 83 in the National School Transportation Specifications & Procedures, 2000 Revised Edition. In addition, the following provisions apply:**

- (1) The State approved pre-service training program shall include a minimum of two hours of classroom training, which will include knowledge of basic first aid procedures, and two hours of behind-the-wheel training to enable safe and efficient vehicle operation.**
- (2) The Annual State approved in-service program shall include a minimum of four hours of classroom and/or behind-the-wheel training.**

For the purpose of who needs training the following definition will apply to all schools and contractors for their School Bus Drivers and School Transportation Specialists:

A person who holds a valid driver's license, and who is employed or volunteers to drive any type of passenger vehicle that is leased, owned by a school or a school bus contractor that transports students to and from school, school activities or any other school related event in a vehicle of 10 passengers or more. This person must have within the last 12 months, completed a state approved four-hour in-service training that is designed to meet standards of ARSD 24:06:08:01.

The Department of Education and School Bus, Inc. will have school bus driver training videotapes and other materials available that allow districts to complete the training. It is, however, required that the training be facilitated by an individual that has previously been trained in a "train the trainer" session during the summer of 2006 for the following school year.

Pre-service training may be performed by a school district or contractor employee who has the working knowledge of the school bus and its special equipment. This training needs to be documented and placed in the

employee's file to certify they have met the state minimum pre-service training requirement. All new employees hired during the school year will be required to attend the annual training each year.

Annual training offered between June 1 to May 31 of the next year will be applied to the current school fiscal year (Sept. to May).

"Train the Trainer" sessions will be held during the summer of each year for those who wish to train their own school bus drivers. Training sites across the state will be offered in July, August and September for those districts who wish to send their drivers to training sessions.

A minimum of ninety percent of each school districts bus drivers must receive the required annual training each school fiscal year. In emergency cases the Department of Education can overwrite the bus driver requirements in the personnel record form (PRF) system with the firm understanding that this training would be completed as soon as possible.

Districts need to plan to have all their drivers trained each school year to avoid a possible suspension of accreditation. Once your drivers have completed the required four hour in-service training, the Train the Trainer will forward the drivers names to School Bus, Inc. and they will compile a formatted list to be sent to DOE. The DOE will send out "Certificates of Completion" once the names have been turned in to them. Once the district has received the certificate of completion for its drivers, it is the responsibility of the district to update those (PRF) records to indicate the bus drivers have completed the training. All annual training will be done in a time frame to allow schools to certify that all drivers have been trained on their PRF. All required training is to be completed by October 15 of each school year.

### **TO: All Interested "Train the Trainers"**

If you are interested in training your own school bus driver staff you must attend one of the following Train the Trainer (TTT) classes to become certified to train. Each session will be six hours in length. Each attendee will be able to use four hours of the class that fits their transportation needs the best. The State will only accept training lists turned in by one of the certified TTT. There will be three TTT sessions across the state again this year.

The TTT sessions this year will include training for the new Homeland Security's School Bus Highway Watch Program. Homeland Security will fly an individual to South Dakota on the following training dates to train and certify all the TTT'ers to teach the School Bus Highway Watch program. This training is very vital to continue the fight against any type of terrorist activity in the United States. This training will take up two hours of the required four hours to meet the State's training requirement.

Each session will be from 8:00 AM to 3:00 PM. Homeland Security Training will be from 8:00 AM to 10:30 AM. There will be a short break from 10:30 to 10:45. Dan will start the remaining TTT training at 10:45 to 3:00. There will be a lunch break from 12:30 to 1:30. Attendees will be responsible for their own meals and room if they wish to stay overnight.

The first TTT session will be in Sioux Falls, SD on Tuesday, July 18, 2006 at School Bus, Inc., 5100 W 8<sup>th</sup> St. (from the intersection of 8<sup>th</sup> St & Marion Rd, go 1 block east on 8<sup>th</sup> St).

The second TTT session will be in Pierre, SD at the Ramkota Hotel on Wed, July 19, 2006 in the Lake Francis room "A". The hotel address is 920 W. Sioux Ave. next to the Missouri River Bridge on the north side of Sioux Ave.

The third TTT session will be in Rapid City, SD on Thursday, July 20, 2006 at the Rapid City School District Transportation Facility, 3775 S Hwy #79 (Cambell St). It is located about 2 blocks south of the intersection of Cambell and Fairmont, take the service road to the school complex and then to building "D".

Classes may be limited to the capacity of the room. Please register early. These will be the only three TTT classes held this year. Cost for each attendee will be \$75.00 per person. You may bring a check made payable to **School Bus, Inc.** the day of the training, pre-pay by sending us a check in the mail or we will bill the company (cost for non-tax exempt companies attending in the following cities will be: Sioux Falls \$79.44 w/tax, Pierre & Rapid City \$79.50 w/tax) or school district after the training is completed. School Bus, Inc. will purchase a set of tapes for the TTT to use for their training. All attendees should bring a notebook, pen and pencil for the classes. The deadline for TTT registration will be Friday, July 3,

2006 for all three classes. The cut-off date is very important because Homeland Security needs to know how much material to bring with them. You may register for any class by calling Jim Shafer, sending a fax or an email to: [sbi-manager@sf.k12.sd.us](mailto:sbi-manager@sf.k12.sd.us) Please reference "TTT, date and location you wish to attend".

### **Question . . .**

**Q.** What are "super single" tires and are they legal on school buses?

**A.** Super single tires (SST) have been around since the 1970s, but are rarely used in the U. S. because of strict regulations in most states. They are popular in Europe, appearing on more than 30% of the trucks in England and France, as compared to 2% of the trucks in the states. In the past couple of years, though, major tire manufacturers have come out with new versions of the SST.

The super single, as the name implies, is larger than a regular single tire, but smaller than a set of dual tires (weighing about 175 pounds compared to 240 pounds for the duals). The advantages of the SST over dual tires (this is according to university researchers and FHWA, not the tire makers, and the figures apply to truck use) are a reduction in tire weight of 350-1200 pounds, up to 25% less rolling resistance, 2-3% shorter braking distance, 5-14% fuel savings, 13-18% lower operating costs, better traction, smoother ride, less pollution, and longer life—all of which add up to lower overall cost per mile. The disadvantages to fleet owners are greater loss from flats and blowouts and lack of the safety redundancy that dual tires offer.

The bigger disadvantage is that SSTs create 2.5-2.8 times more damage to highways than dual tires. That's why most state DOTs are opposed to them, and many states prohibit or restrict their use. So the answer to your second question is that your state regulations will determine whether or not the SST can be used on school buses.

### **RECALLS**

#### **IC CORPORATION SAFETLY RECALL #05524**

##### **REASON FOR THIS RECALL**

The door control bracket for the manual door control arm does not meet the guidelines in the NHTSA handbook for door entrance and handrail design.

##### **RISK TO MOTOR VEHICLE SAFETY**

There is a bracket mounted on the door that the door control yoke is attached to (See figure 1, Potential Catch Point.) Certain small objects, including, but not limited to, moat tie strings with draw string clips or other objects attached thereto, could get caught in this catch point. Should this happen, and the driver does not properly observe the person exiting the bus, the person may exit the bus with the string caught between the bracket and the yoke. The door may be closed and the bus moved, causing possible injury or death to the passenger exiting the bus.

### **International Recall**

#### **General Information**

1. **Description:** EGR Cooler failures on buses with VT-365 engines caused by a plugged Oil Cooler and/or lack of proper EGR Cooler de-aeration
2. **Failure Symptoms:**
  - a. Engine Overheating
  - b. Coolant Leak into Exhaust
  - c. No Crank/No Start – Engine may hydraulically lock after sitting overnight

#### **Affected Vehicles – To address premature EGR cooler failures**

1. **Included Models:**
  - a. 2005 & 2006 CE 200, 3200 & 3300 Buses with VT 365 Engines
  - b. Not included RE 200, BE Buses & Trucks
2. **Total Population:**
  - a. 6,288 buses with Air Compressors
  - b. 5,299 buses without Air Compressors
  - c. 11,587 buses in total
3. **Repair Times:** Up to 8 hours per vehicle.

#### **Two Failure Mechanisms**

1. **Debris Deposit in Coolant**
  - a. Coolant reacts with block heater element (galvanic reaction) and develops a hard deposit on surface
  - b. Hard deposit flakes off block heater element and moves through the cooling system
  - c. Flakes collect on inlet side of oil cooler plates and restricts coolant flow
  - d. Reduced coolant flow progresses to the point of starving coolant feeding the EGR cooler (series low).
  - e. Lack of adequate coolant flow leads to EGR Cooler thermal failure.
2. **Inadequate De-aeration of EGR Cooler**

- a.** On air compressor configured vehicles, the EGR cooler and the air compressor cylinder head are provided with separate de-aeration ports.
- b.** However, current de-aeration plumbing and single bib surge tanks joins these de-aeration lines in a tee on the LHS of the engine.
- c.** During some engine operating conditions, the EGR de-aeration line flow is blocked or reversed due to the air compressor de-aeration flow
- d.** This results in the EGR cooler not able to properly de-aerate and the coolant level drops in EGR cooler to the point of thermal failure.

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